We claim:

1. A shock absorbing device comprising:

a first arm;

a second arm;

a mid-filler attachment having a hollow center wherein the first arm and the second arm are permanently affixed to the mid-filler attachment.

2. The shock of claim 1 further comprising:

a shock absorbing material affixed within the hollow center of the mid-filler attachment.

3. The shock of claim 2 wherein the shock absorbing material is formed into a shape selected from the group consisting of lotus root or loofah.

4. The shock of claim 1 further comprising:

an attachment means to allow for removal or attachment of the first arm to a car frame.

5. The shock of claim 1 further comprising:

an attachment means to allow for removal or attachment of the second arm to a bumper.

6. The shock of claim 5 further comprising:

a bumper.

7. A shock absorbing device comprising:

a frame arm;

at least one bumper arm;

an ohm-shaped mid-filler attachment having a hollow center wherein the frame arm and the bumper arm are permanently affixed to the ohm-shaped mid-filler attachment.

8. The device of claim 6 further comprising a shock-absorbing material placed within the hollow of the ohm mid-filler attachment.

9. The device of claim 7 wherein the ohm-shaped mid-filler attachment has

a portion of a radius of a circle that transitions into the at least one bumper arm; and,

an angle of about 10 to 120 degrees formed between the portion of a radius of a circle and the at least one bumper arm.

10. The device of claim 7 wherein the ohm-shaped mid-filler attachment has

a portion of a radius of a circle that transitions into the at least one bumper arm;

an outside angle of about 20 to 80 degrees to the at least one bumper arm; and,

an inside angle of about 50 to 120 degrees formed between the portion of a radius of a circle and the outside angle.

11. The device of claim 7 wherein the ohm-shaped mid-filler attachment has

a portion of a radius of an oval that transitions into the at least one bumper arm; and,

an angle of about 10 to 89 degrees formed between the portion of a radius of a circle and the at least one bumper arm.

12. A shock absorbing device comprising:

a frame arm;

at least one bumper arm;

a first ohm-shaped mid-filler attachment having a hollow center wherein the frame arm is permanently affixed to the ohm-shaped mid-filler attachment;

a second ohm-shaped mid-filler attachment having a hollow center and inverted with respect to the first ohm-shaped attachment and affixed to the first ohm-shaped mid filler attachment in a back-to-back position;

a cross span wherein the frame arm is permanently affixed to the cross span and to the second ohm-shaped mid-filler.

13. The device of claim 12 further comprising:

a shock absorbing material affixed within the hollow center of at least one of the ohm mid-filler attachments.

14. A shock absorbing device comprising:

at least one s-bumper arm comprising:

a first angle; and,

a second angle;

a frame arm permanently affixed to the s-bumper;

a top arm permanently affixed to the s-bumper.

15. The device of claim 14 further comprising:

a second s-bumper positioned parallel to the at least one s-bumper arm;

a cross piece attaching the top arm of the second s-bumper arm to the top arm of the at least one s-bumper arm,

wherein the frame arm is connected to the top arm through the cross piece.

16. A shock absorbing device comprising:

at least one ohm mid-filler attachment having a hollow center;

a frame arm permanently affixed to the ohm mid-filler attachment;

at least one bumper arm;

at least one s-bumper attached to the ohm mid-filler attachment;

a frame arm permanently affixed to the s-bumper.

17. The device of claim 16 further comprising:

a cross span attached to two s-bumpers and permanently affixed to the frame arm.

18. A unitized shock absorbing device comprising:

a main body having an interior portion; and,

at least one midair pipe within the interior portion of the main body.

19. The device according to claim 18 further comprising:

a top connector affixed to the main body; and,

a bottom connector affixed to the main body and dimensioned to mechanically interlock with the top connector.

20. The device according to claim 18 further comprising:

a right connector affixed to the main body; and,

a left connector affixed to the main body and dimensioned to mechanically interlock with the top connector.

21. The device according to claim 19 further comprising:

a right connector affixed to the main body; and,

a left connector affixed to the main body and dimensioned to mechanically interlock with the top connector.

22. The device according to claim 18 wherein the main body is an extruded tube cut to a length.

23. The device according claim 19 wherein the midair pipe is cut to about the length of the main body.

24. The device according to claim 21 further comprising:

at least one additional unitized shock absorbing device wherein the right connector of at least one unitized shock absorbing device is mechanically interlocked with at least one left connector.

25. The device according to claim 21 further comprising:

at least one additional unitized shock absorbing device wherein the top connector of at least one unitized shock absorbing device is mechanically interlocked with at least one bottom connector.

26. The device according to claim 25 further comprising:

at least one additional unitized shock absorbing device wherein the top connector of at least one unitized shock absorbing device is mechanically interlocked with at least one bottom connector.

27. The device according to claim 21 further comprising:

a housing dimensioned to receive at least two unitized shock absorbing devices that are interlocked.

28. A method of making a unitized shock absorbing device comprising:

forming a main body having an interior portion and at least one pair of connectors dimensioned to mechanically interlock with each other;

cutting the main body into at least two pieces of a desired length;

providing a midair pipe with a length similar to that of the main body;

inserting the midair pipe into the interior portion.

29. The method of claim 28 further comprising:

interlocking the connectors of the two pieces of the main body;

providing a housing;

placing the interlocked connectors into the housing.

30. The method of claim 29 further comprising:

installing the housing into an automobile to absorb impact energy.

31. The method of claim 28 wherein the main body is formed through an extrusion process.